

25X1A2g

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Greece

SUBJECT Utilization of US-Furnished Tactical Aircraft-T-33s

PLACE ACQUIRED --
(BY SOURCE)

25X1A6a

DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.) Jun 54

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE

REF

RESPONSIVE TO

1	2
CD NO.	
OO/C NO.	
ORR NO.	
DAS NO.	
OCI NO.	

DATE DISTR.

25X1A9a

NO. OF PAGES 1

NO. OF ENCLS. 25X1X6
25X1A2gSUPP. TO
REPORT NO.

1. Operational Data: During the month of June 1954, US T-33 aircraft at the Royal Hellenic Air Force /RHAF/ Base, Elefsis, Greece, were utilized in transition, instrument, night flying and battle tactical flying. There were no special missions flown during the month.
 - a. Flight time for the month was governed by a number of personnel factors: The second group of cadets from the Tatoi Air College started flying T-33s on 7 Jun 54. There are 36 students in this group of cadets. Another problem was that class 16, made up of 10 commissioned officers, finished jet training on 22 Jun 54 after starting training on 26 May 54. Another problem was that 13 pilots of the 335th Squadron and 348th Flight took the instrument training course during June (seven received their instrument cards). Six of these pilots will continue with the instrument course. In addition, three pilots who failed to pass primary jet training were given 10 additional hours of training.
 - b. Because of the problems noted above, total flight time for the month was 870 hours with an in-commission rate of 91 per cent, five per cent out for maintenance, and four per cent out of commission for parts. There were no weather or refueling problems in June 1954.
2. Maintenance and Repair Data: Maintenance personnel problems have stabilized in the last three months and there is a fairly consistent rate of personnel turnover. This has resulted in a better routing of aircraft to the flight line. Major inspections are now accomplished in a day and a half. The supply problem continues, with the fault lying mainly with the RHAF supply personnel. The main stumbling block is getting the initial requisition submitted. Once this is done, there is an inadequate follow-up procedure for these requisitions.

-end- Greece

U.S. Officials Only

~~CONFIDENTIAL~~

SEP 10 1954

DISTRIBUTION STATE ARMY NAVY AIR FBI

Approved For Release 1999/09/10 : CIA-RDP83-00423R001600610001-6

This report is for the use of the CIA and the Intelligence Community only. It is not to be transmitted overseas without the consent of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.